SECTION No. X

Previous references

File No. 16/g of 1926-27-28

Later references

Serial Nos.

2-74-E

RAILWAY SECRETARIAT

SUBJECT

Correspondence re: the railway Convention between India & Persia, relating to the Issue of Concession etc for the N.E. Line

WD 117—GPB—3,000—30-7-35

1926

Dewan.

The construction of Nanjangud-Erode line had been under conterplation since the year 1891. I understand that reconnaissance surveys were carried out twice in 1891 and 1893-94 by the Durbar's Engineers and for the third time by the South Indian Railway in the year 1898.

The Government of India, however, definitely informed the Durbar, that the construction of the British portion could not be brought within their Railway programme in preference to other lines of strategical importance and the project was therefore dropped for the time being.

The Mysore Durbar continued to urge the importance of the proposed line and even went so far as to express their willingness to render Financial aid if definite proposals were formulated and made known to the Durbar. To this the Government of India replied, that as the line was unremunerative, they could not view the project with favour. The Durbar, however, offered that as the project was of immense importance from their point of view they were willing to take up its construction and working with their own Agency. The Government of India replied to this reiterating that they were unable to hold, that unremunerative construction was in the public interest and informed the Durbar that as the

WD 986—GBPM—5,000—10-4-24

Madras Government had asked them to give them an opportunity to consider the matter after the War; the Government were unwilling to accede to the request of the Durbar to construct and work the whole line.

Col. Barnardiston, late Secretary to the Government of Madras for Railways, met the First Member of Council on 10th June 1920 when this question was again discussed. He pointed out the certainty of work being taken up in hand -- immediately by the Madras Government on the -- Cochin Harbour and suggested the desirability of as short a connection to that port from Mysore as possible. He also pointed out the possibility of conversion of Trichinopoly-Erode connection into Broad Gauge and suggested the extension of the Mysore-Nanjangud line in the direction of Davala with a view to its eventual extension towards Cochin. Col. Barnardiston was informed by the First Member that a connection from Nanjangud in the direction of Davala was not of importance from the Durbar s point of view as they have already taken up the construction of the Nanjangud-Chamarajanagar-Hardanahalli line forming the -- first section of the Nanjangud-Erode Railway. He was also told that if it was decided by the South Indian Railway to convert the Trichinopoly-Erode into a Broad Gauge line, in that case our line

WD 980—GBPM—5,000—10-4-24

might join the Metre Gauge system of the South at Tiruppur instead of Erode.

The Government of India also deputed Mr. G. Richards, late Chief Engineer, Railway Board, to su vey Mysore & West Coast proposed railway connection and examine in detail the Traffic Prospects of the Nanjangud-Erode Railway with a branch from Satyaman galam to Mettupalayam and to report on the same. r Richards was of opinion that the net dividend will be 1.38 per cent on the Nanjangud-Erode line and - 0.54% on the Nanjangud-Mettupalayam line. The Rai -way Board therefore thought that as the line was thoroughly unremunerative, it was not likely to fin a place in their Railway programme for many years t come.

After an interview on 23rd February 1922 wit Mr. Izat, who was deputed by the Railway Board to enquire into Railway problems in Southern India, th Government of India were again informed through the Residency on 22nd March 1923 that the Mysore Durbar have, in addition to Bhatkal Project, in view the → shortest metre gauge connection to the populous dis- tricts in Southern India, preference being given to the Nanjangud-Satyamangalam-Erode connection or in the event of the Erode-Trichinopoly section being converted to Broad Gauge and the Palghat-Dindigul line with a branch to Tiruppur being constructed, the connection to be made at Tiruppur instead of Erode.

WD 986—GBPM—5,000—10-4-24

-:4):-

The Secretary to the Hon'ble the Resident has now informed the Durbar that the District -- Board of Coimbatore and the Government of Madras have agreed that the following two Railway lines, if built, would suitably serve the area lying to the south of the Mysore Frontier:-

(1) a line from Gobichettypalayam via Tiruppur and Dharapuram to Palni and

(2) a line from Gobichettypalayam via Satya mangalam to Mettupalayam.

The Railway Board have accordingly sanctioned a detailed survey of these lines being - carried out by the South Indian Railway.

He has also added for the information of the Mysore Durbar that proposals for an extension of Pollachi-Podanur Railway on the metre gauge to Coimbatore and for the conversion of the Mettupalayam branch to metre gauge are similarly under investigation at present.

The line to Chamarajanagar is ready and the Mysore Durbar will only have to construct -- from there to our Frontier beyond Hardanahalli, a distance of 11 miles at an approximate cost of Rs.6,01,062. We would possibly be able to -- divert all Bombay and Bangalore traffic for Ooty when we have direct route to Mettupalayam and - similarly Goods traffic for Coimbatore and other Districts. I give below the mileages between Arsikere and Bangalore and Ooty which would show

ing a mileage rate of Rs.54,642 as on the N.C.Ry. now completed. (Without rolling stock).

WD 986—GBPM—5,000 - 10-4-21

Railway Secretariat | File No. of 192

Serial No.

that Chamarajanagar route would be 72 miles shorter than the Broad Gauge route via Jalarpet.-

	Miles.
Distance from Arsikere to Mettupalayam via Bangalore, Jalarpet and Podanur.	386
" " Arsikere to Mettupalayam via Mysore, Chamarajanagar and Satyamangalam. ...	314
Difference in favour of Mysore Railways. ...	72
" from Bangalore to Mettupalayam via Jalarpet and Podanur.	283
" " Bangalore to Mettupalayam via Chamarajanagar and Satyamangalam. ...	211
Difference in favour of Mysore Railways. ...	72

I would suggest that the Secretary to the Hon'ble the Resident may be informed that the Mysore Government view with favour the proposals contained in his letter (P.U.D.) and would extend their line from Chamarajanagar to Frontier beyond Hardanahalli a distance of 11 miles as soon as it is decided to construct a line from Gopichettypalayam to Palni vi Tiruppur and Dharapuram and from Gobichettypayalam to Mettupalayam via Satyamangalam.

Ag. Secretary for Railways, Government of Mysore.

28th July 1926.

DEWAN'S OFFICE.
Received on
29. JUL. 1926
Reg. No. 664

RAILWAY SECRET
RECEIVED
30 JUL 1926
Diary No. 58
GOVERNMENT OF MYSORE

Ry. 4]

WD 1280—GBPM—3,000—20-5-26

Railway Secretariat	File No. of 192
Serial No.	

Hagg.

Heagg.

A draft letter to the Residency together with D.S.N. is put up for approval.

Dewan)

2/8/26

Dewan.

2/8/26.

8.no.88
23/8/26

DEWAN'S OFFICE.
Received on
4. AUG. 1926
Reg. No. 855

No. Railway Secretariat,

Mysore, 1926.

To

Major K.A.G. Evans-Gordon,
Secretary to the Hon'ble the
Resident in Mysore, Bangalore.

Sir,

Proposed connection between Mysore and the South Indian Railway Metre Gauge system.

I am directed to acknowledge the receipt of your letter No.5954/24-1891 dated 12th July 1926 on the above subject, and to state that the Mysore Government view with favour the proposals contained therein and would extend their line from Chamarajanagar to Frontier beyond Hardanahalli, a distance of 11 miles as soon as it is decided by the Government of India to make an extension of the Mysore Railways from the Mysore Frontier on any of the through routes now proposed to be investigated.

B.U.D.

I have, etc.,

Ag. Secretary for Railways,
Government of Mysore.

R. S. III-2a

DEWAN'S MINUTE

General and Revenue Secretariat. File No. 192

Date of submission	Date of Return	Date of issue of orders in the Secretariat	Remarks

DEWAN'S OFFICE. Received on 6. AUG. 1926 Reg. No. 855

Would you kindly re-draft letter to Residency and make it more emphatic, stating Mysore Government are very pleased to hear that it is proposed to carry out a detailed survey of a line from Gobichettipalayam via Tiruppur and Dharapuram to Palni and another line from Gobichettipalaiyam via Satyamangalam to Mettupalaiyam, and that they earnestly trus that it will not be long before it is decided to continue the line to our frontier, in which case Mysore Government will only be too pleased to take up their own section of it? Mysore Government will be extremely grateful to the Resident, if he can use his good offices to bring about an early realisation of this long-cherished desire of Mysore Government to secure this connection with the Railway System of South India.

Chief Secretary) 6.8.26

H I

Draft according to personal instructions put up. The Aranjanpud Satyamangalam section is mentioned in Mr Hall's report.

10/8

Chief Secretary)

DEWAN'S OFFICE. Received on 10. AUG. 1926 Reg. No. 8716

Dewan appd

(To d note for Hall's appt)

10.8.26

Submitted to His Highness.

The question of connecting Mysore with the South Indian Railway Metre Gauge System was one of the subjects discussed at a meeting at the Residency on 2nd January 1926, at which the Chief Commissioner for Railways, the Resident and the Dewan were present.

2. With reference to the above, a letter dated 12th July 1926 has been received from the Residency intimating that the Coimbatore District Board and the Madras Government have agreed that the

*

1. A line from Gobichettipalaiyam <u>via</u> Tiruppur and Dharapuram to Palni and
2. A line from Gobichettipalaiyam <u>via</u> Satyamangalam to Mettupalaiyam.

* marginally noted railway lines, if built, would suitably serve the area lying to the south of the Mysore frontier. It is further stated that proposals for an extension of the Pollachi-Podanur Railway on the Metre Gauge to Coimbatore and for the conversion of the Mettupalaiyam Branch to Metre Gauge are similarly under investigation.

3. I got these proposals examined by the Railway Secretary, with a view to see how far the construction of these lines would improve the chances of a connection from our present terminus and, if necessary, to make a reference to the Railway Board for their extension to the Mysore frontier to link up with our system. The note put up by the Railway Secretary clearly shows that the proposed lines would be very advantageous to us as we have to extend our line only 11 miles from Chamarajanagar to the frontier and by the completion of this line we would possibly be able to divert all Bombay and Bangalore traffic for Ooty, as well as goods traffic for Coimbatore and other Districts.

4. I, therefore, propose to inform the Residency that we are very pleased to hear of the proposed extensions, as we will be appreciably nearer realisation of our long-cherished scheme of linking up the Mysore-Chamarajanagar line with the populous Districts of South India, and to urge that, in this connection, the question of running up another short line from Satyamangalam to the Mysore frontier at Hardanhalli may also be kindly considered, in which case we would continue our line from Chamarajanagar to Hardanhalli at an early date.

5. I solicit the gracious approval of His Highness to the draft letter to the Residency put up accordingly.

Mirza M. Ismail

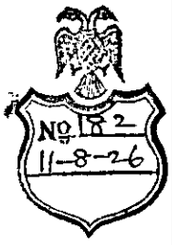
Bangalore,
11th August 1926.

S.N.

Record of Cases submitted for the Orders of His Highness the Maharaja.

Subject.

Draft letter to the Residency on the subject of the proposed connection between Mysore and the South Indian Railway Metre Gauge System.



201

Order.

~~KRM~~
17/8/26

~~B~~ BE CIRCULATED FOR PERUSAL OF HIS HIGHNESS'S ORDERS ~~AFTER ISSUE~~.

I Member. (Seen)

II Member. 21/8/26

164
21/8

Letter to Residency issued
Railway Secretary with
Compts.

Pol. No. 217 & 25/8/26
The Lacy Hotte Resident
(Issued on 25/8/26)

Chief Secy
26
21/8/26.

Ry. 4]

WD 1280—GBPM—3,000—20-5-26

Railway Secretariat	File No.	of 192
	Serial No.	

DEWAN'S OFFICE.
Received on
30. AUG. 1926
Reg. No. 1545

D. No. 88
dt 29/8/26

The Case is. Submitted for your perusal as requested by your private Secy today in a telephonic message.

Dewan.

Sec. to Govt. Rly. & Mar. 30/8

Karl 29/8/26

Karl 31/8/26

may be returned.

31/8

1.9.26

WD 1260—GBPM—3,000—20-5-26

Railway Secretariat	File No. of 192

	Serial No.	
P.U.D I		D... letter No.774 dated 27th September 1926 from the Private Secretary to the ewan forwarding a copy of letter dated 18th instant from Sir Charles Todhunter and requesting to favour with my views on the subject of railway connection from Satyamangalam to Mysore Frontier.
P.U.D II		D.O. letter No.1031. dated 30th September 1926 from the Private Secretary to His Highness the Maharaja of Mysore to the Dewan of Mysore forwarding copies of the resolution and letter to Government of Madras in connection with the Satyarangalam-Chamrajanagar -- Railway.
C.R+D		----
A		A note on the subject is submitted.

With reference to II, the line from Satyarangalam to the Mysore Frontier has already been surveyed by the South Indian Railway in 1911 as a part of the Tanjore-Pudukottai Railway. Construction estimate prepared by that Railway now requires revision vide last para of my note.

Dewan).

2/10/26

2/10/26

a map should be put up to the Resy with ref to the last para of my note.

4.10.26

A draft letter to the Residency is put up for approval.

Dewan)

8/10 approved

9/10

Issued for 11/10

Issued vide No. 648 dy 11-10-26.

DEWAN'S OFFICE.
Received on
9 OCT. 1926
Reg. No. 2667

Dy no 638
dt 2/10/26
(Sends list-put up)

DEWAN'S OFFICE.
Received on
5 OCT. 1926
Reg. No. 2566

5/10/26

Copy to D.F.A.
11

Note.

The railway from Satyamangalam to the Mysore Frontier that the Coimbatore District Board are interested in, is an important section of the main line that forms the natural connection between the Mysore State and the populous districts o Trichy and Tanjore. The most direct rou was via Satyamangalam to Erode but the co version of the Erode-Trichy section to - broad gauge, requires the main line alig ment to be altered so as to join the -- Palghat-Dindigal line via Tiruppur. Thi line with branches from Satyamangalam to Mettupalaiyam and to Gobichettipalaiyam and Erode was contemplated so far back as 1903 and is shown in dotted lines on the map accompanying the Report of the Railwa Commission that sat in Madras in February of that year. The successful completion of the harbour at Cochin will enhance the importance of this north and south metre gauge trunk line and should greatly add to the prosperity of the Mysore Railways and increase the commercial importance of -- Mysore City. Without it, the Mysore-Arsikere line is not likely to carry any through traffic of any importance and any prospect of its giving an adequate return on its heavy capital cost is remote.

As regards the railway policy o

Flag Y

the State, the main objects in view are given in Railway Secretary's letter No.2241 dated 22nd March 1923 to the Secretary to the Hon'ble the Resident in Mysore. They are:-

" (1) The shortest connection for their railway system to a port on the West Coast, preference being given to the Shimoga-Bhatkal Scheme as being the mos favourable for the future development o Northern Mysore where the State is larg ly interested in Iron Works, forest pro duce and other industries."

" (2) The shortest metre gauge connectio to the populous districts in Southern India, preference being given to the Nanjangud-Satyamangalam-Erode connectio or, in the event of the Erode-Trichino- poly section being converted to Broad Gauge and the Palghat-Dindigal line wit a branch to Tiruppur being constructed, the connection to be made at Tiruppur instead of Erode."

So far as the financial interests of the Mysore Railways are concerned, the second main object is of more importance than the first.

Flag X1

Mr. Richards, in his Note dated 23rd July 1916, on "Mysore and West Coast Railwa Survey", states on page 11,

"V. (a) Nanjangud-Erode Railway or Nanjan- gud-Mettupalaiyam Railway.

"68. These lines were surveyed by the "South Indian Railway Company in 1911. I "have recently submitted to the Railway -- "Board the results of a detailed enquiry "into the traffic prospects of the two al "native projects. In paragraphs 29 and 30 "of a printed note dated 15th September 191

"I have expressed my opinion that neither
"the lines is at present a 'commercial pro-
"position' but that both the Nanjangud-Ero
"Railway and a chord line from that railwa
"to Mettupalaiyam will eventually be built

"69. The construction of one or the other
"of these lines is very much desired by the
"Mysore Durbar: not so much to shorten the
"distance between Mysore and the West Coast
"but rather as an outlet from Mysore to th
"south of India".

Flag E

This detailed note is put up. (Flag E). We have also the printed Report on the Traffic Prospects of the proposed Railway projects between Nanjangud and Erode a Nanjangud and Mettupalaiyam prepared by th Traffic Canvasser, Mysore and West Coast Railway Surveys. The conclusion come to by the Traffic Canvasser that, to his mind the construction of the Nanjangud-Erode line is not to any great advantage to any body, much less the alternative line to Mettupalaiyam, is, I think, unduly pessimistic. The cost of the line from Satyamangalam to the Mysore Frontier, 45.58 miles, was estimated by the South Indian Railway Company in 1911 to be Rs.76 lakhs or Rs.1.67 lakhs per mile excluding cost o rolling stock. The cost of the Ghat section, 22.51 miles, with a ruling gradient of 1 in 45 compensated, is Rs.65.3 lakhs o

Rs.2.90 lakhs per mile, excluding rolling stock.

Owing to the increased cost of -- materials and labour since the War, the estimate will probably have to be increased by at least 50 per cent.

This Ghat section of railway will be very expensive to work and cannot be expected to pay in itself even if ordinary rates are increased. Considered as only a short section of a through main line, it should not seriously affect the average earnings and expenses per mile but taken by itself it is not suitable for a District Board Ry.

Flag W

With regard to the suggestion that the Mysore Government and the District Board should combine to guarantee the Government of India against loss if they construct this line, I would invite attention to the following extract from the Minutes of an Informal Meeting held at the Residency in Bangalore on the 2nd January 1926 at which the following were present:-

1. The Resident in Mysore.
2. Sir Albion R. Banerji, Dewan of Myso
3. Sir Clement Hindley, Chief Commissio er for Railways.
4. Mr.A.A. Biggs, Agent, M. & S.M.Ry.Co
5. " C. Dove Wilson, Secretary and Agent, Mysore Railways.

x . x

B2

(2) <u>Connecting the Mysore Railways with the West Coast and with the Metre Gauge syste in the South of India.</u>

The Dewan explained that the --

Mysore Government are primarily interested in opening up the Malnad and with gaining access to a sea-port at Bhatkal. With -- this object steps are now being taken to resume the construction of the Shimoga-Arasalu section which forms part of the -- alignment of the Shimoga-Bhatkal Railway. This Government are not interested in the Hassan-Mangalore project nor have they considered the development of Coorg. As regards extension towards the South, the -- Dewan explained that it depended upon the South Indian Railway will do. If the Dindigal-Palghat Railway is constructed and a suitable connection on the metre gauge is made to the Mysore Boundary south of Chamarajanagar, the requirements of the State will be suitably met and the Mysore Government will construct the short section from Chamarajanagar to the frontier. The -- Mysore Government could not contribute towards any part of the cost of the railway outside the limits of the State, nor could it agree to give any guarantee against -- possible loss in working.

x x x

In my opinion it is not advisable to depart from this attitude. If the -- Government of India finance the main line beyond our frontier we can join up from Chamarajanagar and, if through traffic

develops, will have to raise the standard of permanent way and equipment of the existing line from Mysore to Chamarajanagar to deal with it. This will involve considerable expenditure and I do not think that we should commit ourselves to anything more Branch lines, such as the Satyamangalam-Mettupalaiyam section, will not be costly to make or work and can be guaranteed by the District Board but they will be well advised if they leave the Ghat section alone.

I would suggest for the consideration of Government that the Railway Board be now asked to instruct the South Indian Railway to revise the construction estimate in the light of present cost of materials and labour and also to prepare a new estimate of probable earnings and working expenses in consultation with the Mysore Railway who will give every assistance.

Secretary for Railways,
Government of Mysore.

2nd October 1926.

WD 1250—GBPM—3,000—20-5-26

Railway Secretariat	File No. 57 of 192

Serial No.	
X-Flag C	A copy of the D.O. letter written to the Agent, H.E.H. The Nizam's Guaranteed State Railway, Secunderabad, on the subject of connecting the Metre Gauge railways in the north of India with those in the South is herewith submitted for information.

~~Dewan~~)

No reply has been received from Mr. Lloyd Jones and it is possible that he has extended his leave and is still in England

As the line from Satyamangalam to our frontier is part of the through route & another metre gauge trunk line, it is part of an Imperial route and I do not think that there is any need for the Mysore State to give any financial help to the Ry. Board as, I think, has been suggested. The increased traffic on the Bangalore-Mysore section would justify its being electrified and worked by electric locomotives. The Chief Electrical Engineer has informed me that sufficient power will be available. This will practically eliminate the upper of the steep gradients and will greatly increase the capacity of the line. 9/-

WD 1280—GBPM—3,000—20-5-26

Railway Secretariat | File No. 7 of 192

Serial No.

DEWAN'S OFFICE.
Received on
11. NOV. 1926
Reg. No. 3394

Govt D.O. no. 3188
dt 10/11/26

extended to Kanjangad we can run a suburban traffic of electric coaches that will be a great convenience to the people of Bangalore.

Gw
10/11/26

Dewan

I am taking copy of your note & will let you know if I can speak on lines of the B. Board in the scheme.

M
12/11

RAILWAY SECRETARIAT.

Abstract of important references received on **29th April 1927.**

Serial No	From whom received	Brief abstract
	Letter No.3781/24-1881 dated 28th April 1927 from the Secretary to the Hon'ble the Resident in Mysore.	Intimating that the Railwa Board have sanctioned a revision of a project estimate for and a traffic survey of Satyamangalam-Haradanhalli (Mysore Frontier) Section of the Erode-Nanjangud Railway Project (surveyed in 1911) being carried out by the South Indian Railway Administration as desired by the Mysore Government. (Copy attached)

DEWAN'S OFFICE.
Received on
30. APR. 1927
Reg. No 8489

RAILWAY SECRETARIAT
Diary No. 1983

Mysore,
29th April 1927.

For Secretary to the Government of Mysore for Railways.

Amin-ul-mulk Mirza Md. Ismail, Esq., C.I.E., O.B.E.,
Dewan of Mysore.

MRM-192-1000-4-5-1921

D.O. No. 4926
Chief Secretary 29/4/27
Mr. Sloss to
Dewan's attention
Hemendra Lee
30/4
Perhaps Dewan's
postal compliance may be
desirable
Lee

To Railway Secy with Compliments
for necessary
Mee
30/4

WD 1280—GBPM—3,000—20-5-26

Railway Secretariat | File No. | of 192

	Serial No.	
P. U. D	12	Letter no: 3781/24-1881 dt. 28th April 1927 from the Residency informing that the Rly. Board have sanctioned a revision of a Project Estimate for the Survey of Satyamangalam - Haradanahalli (Mysore Frontier) Section of the Nanjangud Erode Rly. being carried out by the S. I. Rly. Admn.
		May be submitted to the Dewan for information & orders with reference to the Members orders dated 30/4/27 on the Daily report.
A		Seen 17/5/27
		Dewan 17/5/27
		Seen 18.5.27

DEWAN'S OFFICE.
Received on
18. MAY 1927
Reg. No 8825

D. No: 1926
17/5/27

RAILWAY SECRETARIAT
RECEIVED.
20 MAY 1927
Diary No.

WD 1110—GBPM—5,000 forms—16-4-27

Railway Secretariat. | File No. of 192

Serial No.	
P.W.D.	Letter No.315, dated 27th Decr.1927/ 3rd January 1928 from the Agent, Mysore Rys., forwarding for sanction of Government, the
Sub. R.	Completion Estimate of N. C. Railway construction, duly verified by the Auditor together with a copy of his (Auditor) letter No.X. 739/1501, dated 6-9-1927.

	Detailed estimates showing the works under each head and sub head and working up to about Rs.12,00,317/- were sanctioned in G.O.No.R.S.1737-41/Ry.F.16G.25-26, dated 12th April 1926.
	The amount in the Completion Estimate as finally given by the Auditor comes to Rs.12,07,206 (excluding cost of land) against the amount of Rs.12,00,317 sanctioned in the above order, resulting in an excess of about Rs.6,889/- which is stated to be mainly due to the debiting of a sum of Rs.1,06,785/- to the construction estimate instead of Rs.1,00,000 as ordered in G.O. No.1635-43/Ry.F.16G.24-25, dated 26th Feby., 1925, on account of the existing value of work done during the previous construction

WD 1110—GBPM—5,000 forms—16-4-27

Railway Secretariat. | File No. of 192

Serial No.

period.

DEWAN'S OFFICE
Received on
17 JAN. 1928
4399

The Agent states that a sum of Rs.35,100 is also included in the Completion Estimate for materials returned to stores, accepted by them without value and that there will be a net savings of Rs.28,211 on the total estimate when credit for materials is given, after they are auctioned and the amount realised from sale proceeds.

R

The Completion Estimate may be submitted to Government for sanction through the Financial Department.

6.1.28

7.1.28

D no: 1415
7/1/28

Financial Secy with Completion

F.S.
7-1-28

May be approved

4
12.1.28

List attached

F: 1690 dated
9.1.28

Dewan

F.S.
14-1-28

M.S.
17-1-28

D no: 1415
17/1/28

Submitted with a D.O. as the Completion Estimate has to be sanctioned by His Highness.

19.1.28

23/1

Dewan

F.S.
23.1.28.

D. no: 1415
23/1/28

Submitted to His Highness.

In Government Order No. R.S.1737-41/Ry.F.16 G.25-26 dated 12th April 1926, detailed estimates showing the works under each head and sub-head and working up to about Rs.1200317 for the construction of Nanjangud-Chamarajanagar Railway were sanctioned.

2. The Agent, Mysore Railways, now submits, for sanction, the accompanying Completion Estimate, duly verified by the Auditor, amounting to Rs. 12,07,206 (excluding cost of land) against the amount of Rs. 12,00,317 sanctioned for the said Railway in the above order, resulting in an excess of about Rs. 6,889/- which is stated to be mainly due to the debiting of a sum of Rs. 1,06,785/- to the construction estimate instead of Rs. 1,00,000 as ordered in G.O.No. 1635-43/Ry. F.16 G. 24-25 dated 26th February 1925, on account of the existing value of work done during the previous construction period.

3. The Agent states that a sum of Rs. 35,100 is also included in the Completion Estimate for materials returned to stores, accepted by them without value and that there will be a net savings of Rs. 28,211 on the total estimate when credit for materials is given, after they are auctioned and the amount realised from sale proceeds.

4. The Financial Secretary recommends that the above Completion Estimate amounting to Rs. 12,07,206/- may be approved and I solicit His Highness's gracious sanction thereto.

Page 2 of Office Notes

Mysore,
24th January 1928.

Mirza M. Ismail

Record of Cases submitted for the Orders of His Highness the Maharaja.

Subject.

Completion estimate for the construction of the Nanjangud-Chamarajanagar Railway.

454

Order.

KRW
26/1/28

C. Secy
MD
27-1-28

C 252

HH 446

General and Revenue Secretariat

SUBJECT

Completion estimate for the Construction of the Nanjangud Chamarajnagar Railway.

(*)

31. All urgent or confidential files returned with His Highness' orders may, in the absence of instructions or indications to the contrary, be ordinarily circulated to the Members of Council for perusal after the issue of orders.

33. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after to the Chief Secretary for circulation to the Members.

34. In all other cases, the files will first be circlated to the Members of Council at headquaters and then sent to the Secretariat coneerned for the issue of orders.

Circulated to Members of Council for perusal of His Highness' orders before /after issue of orders. (*Vide* Rules 31, 33 and 34 of the Subsidiary Rules for the conduct of business of Council in the Manual of Council Rules and Procedure.)

By Order,

W. M. Lane Dy

Chief Secretary to Government.

Through the Secretary to Government,

.....Department.

6042/27/1

FIRST MEMBER OF COUNCIL. 100 27/1/28

SECOND MEMBER OF COUNCIL. Nuns 25/1/28

Received 27/1 4121

Government of Mysore

1 JAN 1928

C. No.

7211/28/1

Third

~~EXTRA~~ MEMBER OF COUNCIL. 28/1/28

NOTE- Contn. sheet.

Railway Secy with Comps

28/1

Ry. 4]

WD 1110—GBPM—5,000 forms—16-4-27

Railway Secretariat.	File No.	of 192

Serial No.

Sent with draft G. of Bombay's Completion Report to Cabinet

1.2.28

1.2.28

with 3 copies G. Os & P. N. D. & rules

Issued vide G.O. nos. 1591-93/Ry 7/16 G 27-28 dt 2/2/1928

H 12/12 3-2-28

H Secy has agreed. Sent 2 Sets with Dft & fair copies

3/2/28

3/2

5/2/28

5/2

Communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. 3954 ENC. 11C/24
24-1881.

RECEIVED 13 JUL 1926 Dept. 88

FROM

Major K. A. G. Evans Gordon,

SECRETARY TO THE RESIDENT IN MYSORE.

Inclosure in 1819. GB 13.7.26 Emailed 13/7

To

The Secretary to the Government of Mysore for Railways.

Dated Bangalore, 12 July 1926.

Subject.
Proposed connection between Mysore and the South Indian Railway Metre Gauge system.

SIR,

With reference to the question noted above which formed the subject of a discussion between the Chief Commissioner of Railways and the representatives of the Mysore Government at Bangalore on the 2nd January 1926, I am directed to inform the Government of Mysore that the District Board of Coimbatore and the Government of Madras have agreed that the following two railway lines if built would suitably serve the area lying to the south of the Mysore frontier:-

i. a line from Gobichettipalaiyam via Tiruppur and Dharapuram to Palni and

ii. a line from Gobichettipalaiyam via Satyamangalam to Mettupalaiyam.

The Railway Board have accordingly sanctioned a detailed survey of these lines to be carried out by the South Indian Railway Administration.

2. I am to add for the information of the Mysore Government that proposals for an extension of the Pollachi Podanur Railway on the metre gauge to Coimbatore and for the conversion of the Mettupalaiyam Branch to metre gauge are similarly

similarly under investigation at present.

I have the honour to be,
Sir,
Your most obedient servant,

Major.
SECRETARY TO THE RESIDENT.

RAILWAY SECRETARIAT.

Abstract of important references received on 13th July 1926.

Serial No.	From whom received	Brief abstract
1	Letter No.5954/24-1881 dated 12th July 1926 from the Secretary to the Hon'ble the Resident in Mysore, Bangalore.	Informing the Government of Mysore that the District Board of Coimbatore and the Government of Madras have agreed that the two railway lines referred to therein, if built, would suitably serve the -- area lying to the south of the -- Mysore frontiner and that the Railway Board have accordingly sanctioned a detailed survey of these -- lines to be carried out by the -- South Indian Railway Adrinistratio (Copy attached).

DEWAN'S OFFICE.
14 JUL. 1926
Reg. No 2881

JUL.1926
GOVT OF MYSORE

I shall be obliged if you will submit a note on the question whether the construction of these lines would improve the chances of a connection from the present terminus of the question of extending one line up the frontier will have to be taken up & a representation made to the B Board for the extension of Mysore line to Nanjangud, link up with one of these lines.

Mysore, 13th July 1926.

14.7.26

For Secretary to the Government of Mysore for Railways.

No 88
Cancelled 13/7/26

13/7

To Amin-ul-mulk Mirza Md. Ismail, Esq., B.A.,C.I.E.,O.B.E.,
Rajasevadhurina Sirdar, Mukhtar-ul-Mulk, B.A., C.S.I.,
Dewan of Mysore.

MRM-192-1000-4-5-1921

Confidential

1(a)

at the Meeting
Notes of discussion held in the Residency on 2nd January 1926.

PRESENT.

1-The Resident in Mysore, 2.Sir Albion B.Banerji, Dewan of Mysore.
3.Sir Clement Hindley, Chief Commnr. for Mys. 4. Mr.A.A.Biggs, Agent, &c.
5. Mr.C.Doye Wilson, Sey. and Agent, Mys.

The following subjects were discussed informally:-

(1) Surcharge. Reimbursement to the Mysore Government of the Surcharge on Railway freight on the Bangalore-Bisanatham Section of the broad gauge railway between Bangalore City and Madras.

The Dewan drew attention to this Government's letter No. R.S.420 dated 27th August 1925 to the Secretary to the HoN'ble the the Resident in Mysore in which this Government asked that the Govt. of India be moved to reconsider their decision that the Govt.of Mysore are not entitled to a refund of the sur-tax levied on the Bangalore -Bisanatham section.

Sir Clement Hindley explained that this is purely a financial question and he doubted if the Railway Board would be asked for their opinion on it. He however said that he would give it full consideration if it came before him.

(2) Connecting the Mysore Railways with the West Coast and with the metre gauge systems in the south of India.

The Dewan explained that the Mysore Government are primarily interested in opening up the Malnad and with gaining access to sea-port at Bhatkal. With this object steps are now being taken to resume the construction of the Shimoga-Arasalu section which forms part of the alighment of the Shimoga-Bhatkal Railway. This line will be built on the meter gauge. This Government are not interested in the Hassan-Mangalore project nor have they considered the development of Coorg. As regards extension towards the South, the Dewan explained that it depended upon what the S.I.Railway will do. If the Dindigal-Palghat Railway is constructed and a suitable connection on the metre gauge is made to the Mysore boundary south of Chamarajnagar, the requirements of the State will be suitably met and the Mysore Government will construct the short section from Chamarajanagar to the frontier. The Mysore Govt. could not contribute towards any part of the cost of the railway outside the M

of the State, nor could it agree to give any guarantee against possi' loss in working.

(3). Bangalore-Hosur connection. The Dew n explained that an agreement had been cometo with the Madras and S.I.Railway regarding the conditions of working this section and as soon as the arrangements now under discussion with the Bangalore District Board regarding the financing of its cost have been settled, the work of constructing this connecting link on the 5ft.6inchs. gauge will be put in hand.

(4). Bangalore-Harihar section. The Dewan put forward certain proposals regarding the future working of this section and it was agreed on the suggestion of the Resident that for the time being they should be kept confidential and that no record of the discus ion at the meeting need be kept. At the request of Sir Clement Hindley it was agreed that the Mysore Government should send a confidential letter to the Chief Commissioner for Railways laying all their cards on the table. Sir Clement Hindley said that he would then take up the matter confidentially with the Madras and S.I.Railway Coy. and promised his sympathetic consideration.

EV.
12/2.

4

No. Pol. 217 8/25/8/26

To

The Secretary to the Resident.

Sir,

I am directed to acknowledge the receipt of your letter No.5954/24-1881 dated 12th July 1926, stating that a detailed survey of two lines of Railway from Gopichettipalyam to Palni and from Gopichettipalyam to Mettupalayam has been sanctioned by the Railway Board of the Government of India. //His Highness' Government view the proposed extensions of Railway with great pleasure as they bring appreciably nearer the scheme which they have long cherished of linking up the Mysore-Chamarajanagar line with the populous districts of South India. The proposed Gopichettipalyam-Mettupalyam line passes via Satyamangalam which is very close to the Mysore Frontier. It should, therefore, be easy to connect that place with the Mysore Frontier at Hardan halli. His Highness' Government will be thankful if this question is considered in the present connection and a survey made of the line in addition to those already sanctioned. They will in this have much pleasure in continuing the Nanjangud-Chamarajnagar line to Haradan halli at an early date. I am to reques that in communicating to the Government

of Madras and the Railway Board the satisfaction of His Highness's Government as regards the proposed extensions ~~of Railway~~ the Hon'ble the Resident may be good enough to place the above suggestion before them and to obtain sanction to the survey of the short additional distance ~~here~~ near proposed.

I have, etc.,

Chief Secretary to Govt.

5

GENERAL AND REVENUE SECRETARIAT,

Bangalore, 7th September 1926

D.O. No. 826 CB /Genl

Paper weight. Card 7/9/26

Dear sir,

I am desired to forward herewith a copy of letter dated the 1st instant from Sir Charles Todhunter in regard to the Railway link from - Chamarajnagar to Satyamangalam &c., and to request you to kindly submit a note on the various suggestions concerning your Department, made by Sir Charles.

Yours sincerely,

Khan Bahadur
Abdul Aziz Khan, Esq.,
Secretary for Railways.

Copy of letter dated 1st September 1926 from Sir Charles Todhunter to the Dewan of Mysore.

- - -

I have been thinking over the means of keeping the question of the railway link from Chamarajnagar to Satyamangalam before the people concerned, and think you may like to have a few suggestions.

(1) Mr. Aziz Khan said something to the effect that th South Indian Railway were ready to take on the construction we know they have funds they don't know how to spend. It might be well to get a note from him of all the information he has on the subject and then to address Mr. Rothera, or send Mr. Aziz Khan to him.

(2) He also mentioned a project for a motor service for the mails from rail head to Ootacamund. We might get particulars of this and push it with the Post-Master General. If we could get the English mail delivered in Ootacamund a day earlier, we should get some very strong support from Ootacamund. I am not sure it wouldn't be worth while for the Mysore Railway to take the motor contract, if the English mails were thrown in, and then to extend it by arranging for some special through carriages from Bombay to Ootacamund, with motor busses to meet them, at the beginning of the season. Once get Bombay to know of this means of access, and we should be a big step forward.

(3) When we have got all Mr. Khan's information. a letter to Colonel Cowie might help to get a move on both with the Madras Government and the Railway Board.

(4) When you have made sure of your ground, letters from you to Sir Clement Hindley and Sir Charles Innes would also help things along. It might be well also to have

plans and a model to scale got ready against the - Viceroy's visit.

(5) Meanwhile, a line to Messrs. Cook might be useful. They would very likely be glad (a) to take over the filling of special carriages for Ootacamund at the beginning of the season, (b) to run special trips to places of interest in Mysore, especially if you arranged for them to have the filling of the hotel when their trips were on.

(6) It might be well to get Mr. Fowke to take the matter in hand and write it up from the planters' point of view.

(7) Your Publicity Officer might give the various local journals a hint to write it up, and some needful materials.

- - - -

'Copy'
H S Ramaswamy
Supt, C.S.

6

Extract from the "Hindu" dated the 6th September 1926.

Municipal Meeting.

Ooty, Septr., 3rd.

x x x

x x x

x x x

Railway Developments.

Taking advantage of His Highness the Maharaja of Mysore's speech on the opening of Nanjangud-Chamarajanagar Railway, the Council wished to take up the first opportunity to link Ooty to Bombay in this new route. The South Indian Railway having sanctioned the line from Mettuppalaiyam to Satyamangalam, a distance of only about 40 miles remained fr Chamarajanagar to Satyamangalam to complete the through line. A deputation consisting of the Chairman, Messrs. Parry D. R. Sunjey Gowndar, V. I. Muniswamy Pillai and Aron will wait o His Excellency the Governor for speedy arrangements to link Chamarajanagar and Mettuppalaiyam.

8/9.

Submitted to Asst. Secy, for information.

Seen. Thanks. Needn't be filed

6.9.26

Extract from the "Hindu" dated 14th September 1926. 7

Coimbatore District Board. (From our own correspondent).

Tirupur, Septr. 11.

x x x

New Railway enterprise.

The most important subject which was considered at the meeting was that of constructing railway lines in the ghat section from Satyamangalam to Mysore State, so that the existing round about route way of long and tedious journey from the plains on the side of Coimbatore to Pollachi and Mysore State might be abandoned. The President said that as the S.I.Railway extension had been completed and as the Mysore Government would also be prepared to further extend the said line up to their frontier, the desirability of joining that line with Satyamangalam might be considered and that the Government might be requested to take up the construction of Satyamangalam line without a guarantee in view of the fact that the line would have to pass largely through 7 miles in the ghat section. Mr.C. Venkataramana Iyengar, B.A.B.L. said that it would be a dream to expect the Government to undertake the construction work without a guarantee from the District Board. As some of the members were the same opinion as Mr. Iyengar it was finally agreed by the Board and others to give the necessary guarantee required by the Government. In this connection the letter of Sir Charles Todhunter, Private Secretary to H.H. the Maharaja of Mysore on the proposed construction of Railways was read and the possibility and feasibility of the proposed ghat section Railway from Satyamangalam was discussed. It was finally resolved to request the Government to take up the construction of the line with the necessary guarantee as the S.I.Ry. extension is already complete.

Submitted for perusal:

18/9

Secy. 18.9.26

Immediate

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

8

D.O. No. I-C. 1838. P&T. 5-26-2 Bangalore, Dated 18/9/26

Ex. 1

Dear Sir,

I am desired to forward herewith, copy of D.O.letter No.3056 dated 17th September 1926 from the Secretary to the Hon'ble the Resident in Mysore regarding the Conference proposed to be held at the Residency on the 26th idem when the Director General of Posts and Telegraphs is expected to be here, and to invite your attention to Sub-para under para 2 of the above letter and to request that you will kindly make it convenient to be present at the meeting on the date fixed.

The receipt of this letter may be kindly acknowledged.

Yours sincerely,

Narayanaswamy
18/9/26.

To

Khan Bahadur A.A.Khan,
Agent and Secretary to Goveernment for Railways,
Mysore.

K.B.

P&T 5-26-A. 8(A)

D.O. letter No. 3056 dated Bangalore , the 17th September 1926 from the Secretary to the Hon'ble the Resident in Mysore to the Chief Secretary to the Government of His Highness the Maharaja of Mysore, Bangalore.

Visit of the Director-General of
Posts & Telegraphs to Bangalore.

I am desired to say that Sir Ganen Roy, Kt., M.I.E.E., Director General of Posts and Telegraphs, arrives at Bangalore from Madras on the night of Friday the 24th September 1926. He halts at Bangalore on the 25th and leaves for Poona by the mail train of Sunday the 26th instant.

2. If the Government of Mysore have any questions to discuss, the Resident would propose holding a Conference at the Residency on Sunday the 26th instant at 11 A.M., which such State officials, as deputed by you, could attend.

The Resident hopes that in any case it will be possible for Khan Bahadur Abdul Aziz Khan to be present.

3. The favour of a very early reply is requested.

"COPY"

V Subrahmanya Sastry

Superintendent,
General and Revenue Secretariat.

9

CONFIDENTIAL.

Bangalore,

27th September 1926.

DO No. 774/En 2 letters

My dear Sir,

I am desired to forward herewith for your kind perusal copy of a letter (together with its enclosure) dated 18th instant from Sir Charles Todhunter and to request you to be so good as to favour me with your views on the subject at an early date.

Yours sincerely,

M. Srinivasa Iyengar

The Agent,
Mysore Railways,
M y s o r e.

9(a)

C.38.E-2.

THE PALACE,
Bangalore,
September 18, 1926.

My dear Mirza,

I enclose a letter from the Collector of Coimbatore on the subject of the possibilities of a line from Satyamangalam to the Mysore frontier.

What do you say to the idea of a joint conference coupled with a little judicious advertisement before and after? I think it might be useful.

I don't notice that the local papers are doing much to engender enthusiasm for the project.

Yours sincerely,

(Signed). C.G. TODHUNTER.

"COPY"

9(b)

D.O.L.Dis.8775/26-C.3. Collector's Office, Coimbatore,
16th September 1926.

My dear Sir Charles,

I have had a talk with the President of the District Board as regards the possibility of the constructio of a railway line from Satyamangalam to the Mysore Frontier. He tells me that he has already written a note on the subjec and that it was put down for discussion at the District Boar Meeting to be held on the 10th instant. I have not heard what was the result of the discussion at the meeting. The President seemed to be of opinion that this District Board could not give the necessary guarantee to the Government of India as regards the portion of the line which would lie within this district limits but that the question of a combined guarantee by this District Board and the Mysore Government is deserving of consideration.

2. As I mentioned in my previous letter to you I am not even a Member of the District Board and am, therefore, not very conversant with such subjects as railway proposals which concern that Board. I think it would lead to a more expeditious consideration of the matter if you were to correspond with the President, District Board, direct. I am sure that he would willingly supply you with information regarding the new railway lines which the District Board has undertaken to guarantee and keep you informed of the latest and up-to-date position with regard to the Satyamangalam-Chamarajnagar line in particular.

3. The President has suggested that it might be profitable to have a meeting of himself, and myself and representatives of the Mysore Government. If such a meeting is likely to conduce to the ultimate construction of the line,

I shall of course be delighted to attend and if possible assist in the deliberations.

Yours sincerely,

(Signed) A.R. COX.

Sir Charles Todhunter, K.C.S.I.,
Private Secretary to His Highness
the Maharaja of Mysore, MYSORE.

"COPY"

D.O.No.31
Exc. Three.

10

THE PALACE,
MYSORE.

DEWAN'S OFFICE.
Received on
1 OCT. 1926
Reg. No. Mau 2991

September 30, 1926

1 OCT. 1926
658

My dear Mirza,

I am desired to forward you the enclosed copies of the resolution and letter to Government of the Coimbatore District Board in connection with the Satyamangalam-Chamarajnagar Railway, and to suggest the desirability of writing to the Government of India again, supporting their request and proposing that the survey suggested by them should embrace the Mysore portion of the line also.

Yours sincerely,

C. Madhavarao

10(3)

Local Fund, Department.

From

M.R.Ry. Rao Bahadur,

C.S.Ratnasabapathy Mudaliar, Avl.,

President, District Board, Coimbatore.

To

The Private Secretary to

the Maharaja of Mysore, Mysore.

R.O.C.No.2959 dated 24th September 1926.

Sir,

I have the honour to forward herewith a copy of my letter R.O.C.No.2959/D.B. dated 22-9-1926 to the Secretary to Government of Madras, P.W.D. and Railways, regarding the construction of a Railway line from Satyamangalam to Mysore frontier together with a copy of the District Board Resolution No.357 dated 10-9-1926 referred to therein for your information.

I have the honour to be,

Sir,

Your most obedient servant,

Sd/ M.Ratnasabapathy

President, Dt.Board.

"Copy"

30·9 26

Local Fund Department.

10(9)

Subject.

Desirability of joining Nanjangud-Chamarajanagar Railway Extention with Satyamangalam - Government requested to take up the construction.

R.O.C.2959/D.B. of 1926.

Coimbatore 22nd September 1926.

From

M.R.Ry.Rao Bahadur
C.S.Ratnasabapathy Mudaliar, Avergal,

President, District Board, Coimbatore.

To

The Secretary to the Government of Madras
Public Works Department & Railways, Madras.

Sir,

I have the honour to state that in the year 1919, this District Board requested the Government to negotiate with the Mysore Government for the construction of a Railway from Erode to Nanjangud via Satyamangalam as a joint undertaking of His Highness's Government and the Coimbatore District Board. But in April 1922, the Government informed this District Board that there was little chance of the construction of the Erode-Nanjangud Railway being then taken up on hand and the question was therefore dropped. Please see Government Memo 402-Rly/21-dated 7th April 1922.

2. However, the Mysore Government have since opened the

Nanajangud-Chamarajanar Railway. It will be seen from the speech delivered by His Highness the Maharaja of Mysore at the opening ceremony of that Railway on the 27th August 1926, that the Mysore Government will be ready to extend the Nanjangud-Chamarajanagar Railway up to their frontier, (a distance of about 14 miles) if there is any hope of the line from Satyamangalam to the Mysore frontier on the British side (a distance of about 35 miles) being also taken up on hand simultaneously. The Government have already sanctioned the survey of the line from Gobichettipalayam to Mettupalayam via Satyamanagalam in G.O.No.Ry.46 Mis.dated 28-6-1926. I submit therefore that if the line from Satyamangalam to Chamarajanagar is completed, it offers a direct route between Bombay and Colombo in addition to the nuemrous facilities, it will afford to the public of this district as well as of Mysore. This District Board is therefore prepared to guarantee this line in terms of the Government of India -- Resolution No.2131 F. dated 18-2-1925. Please see copy of District Board Resulotion No.357 dated 10-9-1926 enclosed. I request that necessary steps may be taken for the immediate survey of this line so that the construction of this line may be taken up on hand, and completed at a very early date.

I have the honour to be

Sir,

Your most obedient servant,

Sd/ C.S.Ratnasabapathy Mudaliar

President, District Board,

Copies
to Govt. L.S.G., Madras.
Collector of Coimbatore
President, Dist.Board, Mysore.
Private Secretary to H.H.the Maharaja of Mysore.

"Copy"
30.9.26

10(c)

Proceedings of the District Board, Coimbatore,

Dated 10th September 1926.

Read:-

President's Note dated 31-8-1926 stating that as the Nanjangud-Chamarajanagar Railway Extention has been completed and as the Mysore Government will also be prepared to further extend this line up to their frontier, the desriablity of joining this line with Stayamangalam may be considered and that Government may be requested to take up the construction of this line the Board giving the necessary guarantee.

D.O.letter from the Collector of Coimbatore, dated 5-9-1926 regarding the extention of this line and this office reply dated 8-9-26 thereto.

District Board Resolution No.357

APPROVED.

Sd/ C.S.Ratnasabapathy,

President

"Copy"

8.9.26

No: 648
Encls 3 - d
of 11/10/1926

To

The Secretary to the Hon'ble
the Resident in Mysore.

Sir,

Proposed connection between Mysore and the South Indian Railway metre gauge system.

With reference to your letter No. 5954/24-1881 dated 12th July 1926 stating inter alia that the Railway Board have sanctioned a detailed survey of the following railways:-

i. a line from Gobichettipalaiyam via Tiruppur and Dharapuram to Palni and
ii. a line from Gobichettipalaiyam via Satyamangalam to Mettupalaiyam,

and in continuation of letter No.Pol.217 dated 25th August 1926 from the Chief Secretary to Government of Mysore to your address in which it is requested that a survey be made from Hardanahalli on the Mysore Frontier to Satyamangalam in addition to the two surveys mentioned above, I am directed to inform you that this section was surveyed in 1909-1911 by the South Indian Railway Company as part of the proposed Erode-Nanjangud Railway and that all that would appear to be now necessary is to revise the rates for labour and the estimated cost of plant and material to accord with present-day prices.

In this connection I am to invite

your attention to the attached copy of letter No.R.O.C.2959 dated 24th September 1926 with enclosure (Letter No.R.O.C.2959/D.J. of 1926 dated 22nd September 1926 from the President, District Board, Coimbatore, to Secretary to Government of Madras, P.W.D. & Rys., Madras) from the President, District Board, Coimbatore to the Private Secretary to His Highness the Maharaja of Mysore, from which it will be seen that the District Board of Coimbatore are willing to guarantee the Chamarajanagar-Satyamangalam line in terms of Govt. of India Resolution No.2131-F dated 18th February 1925 and are anxious that its construction be taken in hand and completed at once.

The volume of through traffic to be carried over a railway connecting the metre gauge railways of Mysore and the North with the metre gauge railways further South is likely to be large, and, doubtless, the Railway Board before sanctioning the construction will call on the South Indian Railway to prepare a Traffic Estimate of the probable earnings of the line. As the Government of Mysore desire to give every possible help in furtherance of the project with as little delay as possible I am directed to ask you to be good enough to inform the Railway Board that if they consider a Traffic Estimate necessary every assistance will be given by the Mysore Railways to expedite its preparation.

I have, etc.,

8/10/26

Secretary for Railways.

D.O.No.3188.

Office of the Agent,
Mysore Railways,
Mysore, 28th October 1926.

Dear Lloyd Jones,

I am anxious to know whether the proposed Khandwa-Hingol connection on the Metre Gauge has been hung up or whether there is any prospect of its being made in the near future. Can you give me any information about it?

As you know, the proposal to connect the Metre Gauge railways in the north of India with those in the south is an old one. I do not know when it originated but it is referred to in a question put to Mr.E.W. Stoney by the President of a Railway Commission that sat in Madras in February 1903. The proposal wa to connect Khandwa with Purna, Secunderabad with Kernool and Nan-jangud with Erode.

I think the first step towards it was your short length from Purna to Hingoli. Then Hearn was put on to survey from -- Khandwa to Hingoli about 1910. Since then you have practically finished the connection between Secunderabad and Guntakal. We have extended south from Nanjangud to Chamarajanagar and all that remains is to connect Chamarajanagar with the South Indian Railwa system. Owing to the Erode-Trichinopoly section having been con verted to broad gauge, the idea now is to connect Chamarajanag with the Palghat Dindigal line via Satyamangalam and Tiruppur, wit a branch from Satyamangalam to Mettupalaiyam. This will give a through metre gauge connection to the populous districts of Trich and Tanjore and will also extend on the same gauge to Cochin -- Harbour-- a new development that, if successful, will add greatly to the importance of the through line. The Mysore Government are urging the desirability of the section Satyamangalam to our -- frontier (11 miles south of Chamarajanagar) being started at once

but the importance of the Khandwa-Hingoli link has apparently been lost sight of. As it is of great importance to your Railway, I shall be glad to know if anything is being done to expedite its construction or whether it has been hung up on account of rival interests.

Yours sincerely,

Sd. C.Dove Wilson.

C.W. Lloyd Jones, Esq.,
Agent, H.E.H. the Nizam's Guaranteed Railway,
Secunderabad.

His Exalted Highness the Nizam's Guaranteed State Rys. Co.; Ld.

(INCORPORATED IN ENGLAND.)

D.O. No. 619 Agent and Chief Engineer's Office,

DEWAN'S OFFICE. 23 NOV. 1926 Reg. No. 3805

SECUNDERABAD (DECCAN). 18th November, 1926

RAILWAY SECRETARIAT 12 NOV. 1926 GOVERNMENT OF MYSORE

DEWAN'S OFFICE. Received on 1. DEC. 1926 Reg. No. 5883

D.No. 943 - 22/11/26 Copy sent to Dewan before he left for Delhi. This copy is submitted for information. 22/11/26 Dewan

943

My dear Dove Wilson,

I received your D.O. letter No.3188 of the 28th October on my return to Secunderabad from leave. the history of the Khandwa-Hingoli connection is as follows:

The proposal originated in a letter from our Chairman to the Prime Minister of the Hyderabad State in 1898 and surveys were made by this Company in 1899, but for some reason or other the project was not proceeded with.

The Government of India strongly urged the construction of the link during the year 1904 onwards and as a result the Hingoli branch from Purna to Hingoli was constructed by this Company during 1909-1912.

RAILWAY SECRETARIAT RECEIVED. DEC 1926 Diary No. GOVERNMENT OF MYSORE

In 1911 Major Hearn surveyed the Hingoli-Khandwa line for the Government of India and his report was issued in 1912.

Too late to send to Delhi. Chief Secy may submit after Dewan's return. 22/11

This Railway constructed a section of the Secundera-bad Gadag railway which was intended to include a second part of the north and south metre gauge connection. This line was construc from 1913-1916.

In September 1918 the Government of India announced that the Railway Board had abandoned the idea of constructing a link between the metre gauge systems of Northern and Southern India and that in their opinion the linking up of the metre gauge systems of Northern and Southern India is not required in the interest of through traffic nor can be justified on other grounds.

RAILWAY SECRETARIAT 4 NOV 26

No further was heard from the Government of

To be placed in the file connected with the Khandwa Hingoli connection

Accompaniments.

of India until 1924 when the Railway-Board appointed the Senior Government Inspector, No.6 Circle, to report on the construction estimates and traffic prospects of the Khandwa-Hingoli railway. I have not seen the S.G.I.'s report but I understand it was submitted last year. I have heard nothing further on the subject from the Railway Board but I understand both the G.I.P. and B.B.&.C.I strongly oppose the construction of the line. I heard that the Railway Board intended to appoint a committee representing the three railways concerned to advise them what action should be taken.

I think I am right in saying that the importance of the Khandwa-Hingoli link is fully appreciated by the Railway Board but I think the possibility of constructing the line is as indefinite as it has been for the last ten years.

Yours sincerely,

C.Dove Wilson,

Secy. to Govt. & Agent,
Mysore Railways, Mysore.

no: 79
9 22/11/26

Mysore,
~~xxxxxxxx~~ 22nd November 26.

Dear Lloyd Jones,

+ Sent to Dewan vide Diary no: 943 9 22/11/26

I am much obliged to you for your D.O. letter No.619 dated 18th November 1926. It tells me exactly what I wanted to know.

Yours sincerely,

M Gw 24/11

C.W.Lloyd Jones,Esq.,
Agent, H.E.H. the Nizam's Guaranteed State Railway,
Secunderabad.

P. O. no: 88
of 9/12/1926

Dear Lloyd-Jones -

Kirtle & Santa Metre gauge connection.

I have duly read your d. o. letter No.619 dated 18th November 1926 to me with interest and advise me to furnish you if you are taking any steps to push construction of the Khandwa - Hinjoli connection. If so, the Mysore State will also press it with the Railway Board

Yours sincerely
Ch

9/12/26

HIS EXALTED HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS COMPANY, LIMITED.
(Incorporated in England.)

OFFICE OF AGENT & CHIEF ENGINEER,

SECUNDERABAD (DECCAN).

14th December, 1926

D.O.No.619

DEWAN'S OFFICE.
Received on
18. DEC. 1926
Reg No. 4560

My dear Dove Wilson,

Please refer to your D.O. letter No.88 of the 9th instant, regarding the Khandwa-Hingoli connection. I cannot make any further move in this case without instructions from my Home Board, but Hindley is visiting my line next month and I intend to ask him how the case stands and will be guided by the information he gives me. I will keep you informed of what I do.

Yours sincerely,

C.Dove Wilson, Esq.,

Secy. to Govt. & Agent,
Mysore Railways,
Mysore.

HIS EXALTED HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS COMPANY, LIMITED.
(Incorporated in England.)

OFFICE OF AGENT & CHIEF ENGINEER,

SECUNDERABAD (DECCAN).

D.O.No.619 19th January, 1927

Dear Dove Wilson,

Please refer to my D.O.letter No.619 of the 14th December regarding the proposed Khandwa-Hingoli Railway. From a conversation I had with Hindley when he was on our Railway on the 13th instant I gathered that nothing further has been done with regard to the S.G.I's report on the proposed Khandwa-Hingoli Railway and that a reply was pending from the G.I.P. Hindley said he would call for the papers.

DEWAN'S OFFICE.
Received on
25 JAN 1927
Reg no 5447

Yours sincerely,

Ref my D.O.No.3188 dt 24/1/27

C.Dove Wilson, Esq.,
Secy. to Govt. & Agent,
Mysore Railways.

For information
24/1/27

Dewan

Letter No.5761, dated the 13th April 1927 from the Engineer-in-Chief, Mysore Railways, Mysore, to the Secretary to the Government of Mysore for Railways, Mysore.

Extension of line byond Chamarajanagar.

Rctd to Chief Secy Note R.O. No 111 dt 14/4/27

In reply to your U.O.No.111, dated 11-4-1927, forwarding for remarks copy of letter dated 9th April 1927, from the Chief Secretary, regarding the feasibility of starting/the Railway extension work (earthwork only) from Chamarajanagar to the Mysore Frontier (a distance of 11.11 miles), I have the honour to state that the proposal is a feasible one.

The survey of this line was made by the South Indian Railway in 1900-10, i.e., 17 years back and was on a 1 in 100 grade, uncompensated for curvature. The final location of the line has now to be done, fully compensated for curvature as has been done in the case of Nanjangud-Chamarajanagar Section. The estimated cost of the line has been worked out by Mr. Rice in 1919, i.e., 8 years back, and the rates and quantities thereof have also be revised to bring the Project to-date.

Consequently before earthwork could be actually started the following surveys and preliminary works are necessary to be done:-

(a) Final location of the line, compensating for curvature.

(b) Lockspitting of the line.

(c) Preparing land plans for earthwork and marking on ground.

(d) Preparing statements of lands to be acquired.

(e) Revision of quantity, rates etc., of the project.

To undertake the above noted works, a sum of Rs.14,000/- as detailed in the estimate appended, would be required

required, out of which, for the current year a grant of Rs.7,050/- has to be allotted.

If sanction to the above estimate is accorded immediately and the necessary funds asked for above are also given, work may be started with available staff and a few that can be temporarily recruited and engaged.

The staff now provided for can also take up construction work when so ordered.

Your U.O.Memo is herewith returned.

"COPY"

VRB. 1614

Estimate of cost of the Survey and Preliminary Works required for Chamarajanagar - Mysore Frontier section.

	Per.	Rate. Rs.	Quantity.	Cost. Rs.	Total. Rs.
1. 1. Preliminary Expenses.-					
(a) Survey Expenses.	Mile.	100	11.2 miles.	1,120	1,120
(b) P l a n t.-					
Tents & furniture	L.S.			1,000	
Instruments.	L.S.			3,000	
Total Plant.				4,000	
Deduct 60% of value of tents and furniture to be returned to Stores				-600	
Deduct 50% of value of instruments to be returned to Stores.				-1,500	
Net amount debitable to Plant.				-2,100	2,400
(c) Establishment.--					
1 Executive Engineer.	Month.	500	6 months	3,000	
2 Overseers. ..	"	100	-do-	1,200	
2 Sub Overseers.	"	80	-do-	960	
12 Lascars. ..	"	20 & under	-do-	1,080	
Travelling allowances	"	500	-do-	3,000	
Office contingencies.	L. S.			200	
Proportionate pay of Engineer-in-Chief, Office Asst. and Engineer-in-Chief's Office.	Month	192	-do-	1,152	
Total establishment.					10,592
Grand Total.					14,112
				or say	14,000
Provision required for		1926-27.			7,050
-do-		1927-28.			6,950

:COPY:

RB.. 88/1614

D.O.No.D1-3139-26

Dy.No. 1823
9/6/4/27

Office of the Deputy Commissioner,
Kolar District,
Dated Kolar, 12th April, 1927.

Dear Sir,

Referring to Chief Secretary's letter No.6549/Rev.38-26-6 dated 9th April,1927 addressed to you in the matter of starting of the Railway extension work (earthwork only) from Chikkajala to the frontier I request that a date may kindly be fixed for meeting in the Railway office when the question discussed and arrangements mutually settled.

Yours sincerely.

To

C. Dove Wilson, Esq.,

Secretary for Railways,

Mysore

D.O.No:1752
dt 16/4/27
Encls 2

Mysore,
xxxxxxxxx 15th April 1927

Extension of line beyond Chamarajanagar.

Dear Mr. Ramanathan,

With reference to your D.O. letter No.D1-3139-26, dated the 12th April 1927, I send herewith a copy of Engineer-in-Chief's letter No.5761, dated the 13th April 1927 together with its enclosure on the above subject and to inform you that the Agent and Engineer-in-Chief will be pleased to meet you to discuss proposals at any time that suits your convenience.

Yours sincerely,

16/4/27

To

A. V. Ramanathan, Esq., L.A.,
Deputy Commissioner,
Mysore District, Mysore.

16/4

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. 2781 ENCLOS. 24-1681

Dated Bangalore, 28th April 1927.

FROM

Major K. A. G. Evans Gordon,

SECRETARY TO THE RESIDENT IN MYSORE.

16/6

RAILWAY SECRETARIAT RECEIVED PR 1927

To

The Secretary to the Government of Mysore for Railways.

1926

Subject:—

Proposed connection between Mysore and the South Indian Railway metre gauge system.

SIR,

With reference to your letter No.R.S.648, dated the 11th October 1926, I am directed to inform you that the Railway Board have sanctioned a revision of a project estimate for and a traffic survey of Satyamangalam-Haradanahalli (Mysore Frontier) Section of the Erode Nanjangud Railway Project (surveyed in 1911) being carried out by the South Indian Railway Administration as

desired

desired by the Mysore Government.

I have the honour to be,
Sir,
Your most obedient servant,

Major.

SECRETARY TO THE RESIDENT.

BJ

no: R.S. 1994
26/5/27

To

The Secy to the Hon'ble the
Resident in Mysore
Bangalore,

Subj:- Proposed Connection between Mysore
and the S. I. Ry Metre Gauge System

Sir

I have directed to acknowledge with thanks, the receipt of your letter No. 3781/26-1881 dt 28th April 1927 informing that the Railway Board have sanctioned a revision gn Project Est. for and traffic Survey of- Satyamangalam - Haradanhalli (Mysore Frontier) Section of the Erode - Nanjangud Ry Project being Carried out by the S. I. Ry Admn as desired by the Mysore Government

P.W.D

I have etc.,

Secy to Govt of Mysore

25/5

CODE A.B. C. TELEGRAPHIC 5TH EDITION. TELEGRAPHIC ADDRESS: "SILVIA" TRICHINOPOLY.

South Indian Railway Company Ltd

(Incorporated in England)

14

AGENT'S OFFICE,

No. A.C.S. 2173/73 Trichinopoly, 27th June 1927

From

THE AGENT,

SOUTH INDIAN RAILWAY.

To

The Dewan of Mysore

DEWAN'S OFFICE. Received on 1 JUL. 1927 Memo. Reg. No. 6

SIR,

Satyamangalam - Hardnahalli Railway.

I have the honour to inform you that the Railway Board have sanctioned the Traffic Survey of a line from Satyamangalam to Hardnahalli on the Mysore Frontier and to request that you will kindly render all possible assistance to the Traffic Survey Officer deputed for the purpose, Mr.Kanagasabapathy Iyer, in the collection of the necessary statistics and other information required.

(Paper put up in another Connection)

RAILWAY SECRETARIAT RECEIVED 4 JUL. 1927 Diary No.

I have the honour to be,

Sir,

Your most obedient servant,

Agent.

nos: 37-38
dt 6/7/27

To

(1) The Deputy Commissioner,
Mysore District,
Mysore.

Sir, (2) The Agent, S.I.Rly.

Re: Proposed Traffic Survey of Satyamangalam-Naradanahalli Railway.

Hy S

In forwarding herewith a copy of letter No.A.C.S.2173/73 dated 22th June 1927, received from the Agent S.I.Ry. Co., Ltd., on the above subject, I am directed to request that you will be so good as to afford all possible assistance to the Traffic Survey Officer Mr. Kanagasabhapathi Iyer, deputed for the purpose, in the collection of the necessary statistics and other information required.

The favour of an acknowledgment of the receipt of this letter is requested.

I have etc.

Secy. for Rys.,
Govt of Mysore.

on

the usual addition since made in the draft acknowledging the S.I.Ry. Agent's letter, the above letter is also to be addressed to the Agent, subject to approval

Ry. 2.]

RAILWAY SECRETARIAT,

Mysore, dated 6th July 1927.

No. 41-42 Fl.
97/7/27

From

The Secretary to the Government of Mysore for Railways,

Mysore.

To

The Agent, South Indian Railway Co., Ltd., Trichinopoly.

Sir,

Re: Proposed Traffic Survey of Satyamangalam-Hardanahalli Railway.

I am directed to acknowledge, with pleasure, the receipt of your letter No.A.C.S.2173/73 dated 27th June 1927 addressed to the Dewan of Mysore on the above subject.

The Government are glad to hear, that the Railway Board have sanctioned the Traffic Survey of a line from -- Satyamangalam to Hardanahalli on the Mysore Frontier and the Agent, Mysore Railways, and the Deputy Commissioner, Mysore District, have been asked to afford all possible assistance to the Traffic Officer, who has been deputed for the purpose, in the collection of the necessary statistics and other information required.

I have the honour to be
sir,
Your most obedient servant,

(Sd) A. A. Khan -
Secretary for Railways,
Government of Mysore.

JVS.

No. 42 dated 6th July '27.

Copy of the above is forwarded to the Agent, Mysore Railways, for information,

Secretary for Railways,
Government of Mysore.

In reply please refer to this No. L.63/1927.

Office of the Deputy Commissioner
Mysore District,

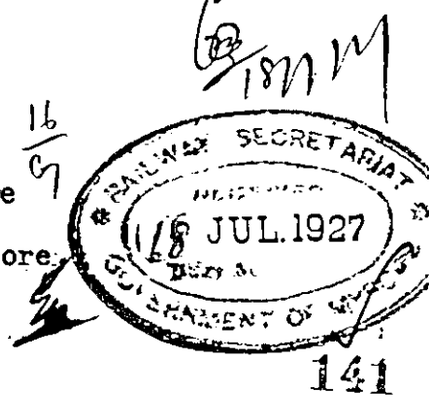
Dated, Mysore, 13th. July. 1927

FROM

THE DEPUTY COMMISSIONER,
MYSORE DISTRICT.

To

The Secretary to the
Government of Mysore
For Railways,
Mysore.



141

SIR,

I have the honor to acknowledge the receipt of your letter No.R.S.37/Fl.16 G. dated 6th July 1927, re proposed Traffic Survey of Satyamangalam--Haradanahalli Railway, and to state that the Amildar of Chamarajanagar Taluk has been requested to afford all possible assistance to the Traffic Survey Officer.

I have the honor to be,
Sir,
Your most obedient servant,

For Deputy Commissioner,
Mysore District.

A.N. Subd.
May be recorded

MRM A 144—1000—19-10-27

All communications should be addressed to the Agent, Mysore Railways, Mysore, By TITLE, not By NAME

MYSORE RAILWAYS

AGENT'S OFFICE,

Mysore, 27th December 1927.

3/1/28

No. 315

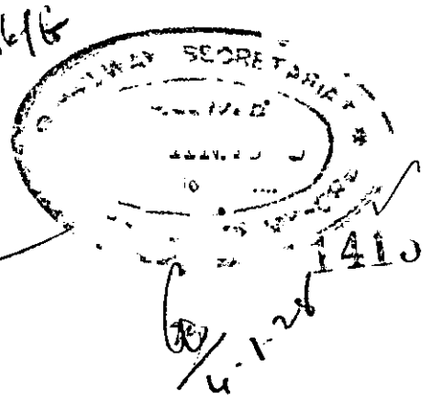
Encl one Completion estimate in 3 sheets and one copy of letter

From

THE AGENT,

MYSORE RAILWAYS,

MYSORE.



To

The Secretary,

to the Government of Mysore,

for Railways, Mysore.

Sir,

Re: Completion Estimate for Nanjangud-Chamarajanagar RY.

1 I have the honour to forward herewith for sanction of Government, the Completion Estimate of Nanjangud--Chamarajanagar Railway construction, duly verified by the Auditor, together with a copy of his letter No.X.739/1501 dated 6-9-1927. P.1(a)

2 The amount as finally given by the Auditor comes to Rs.12,07,206 (excluding cost of land) against the amount of Rs.12,00,317 sanctioned in Government Order No.R.S.1737-41 dated 12th April 1926, resulting in an excess of about Rs.6889/-.

3 This excess is mainly due to a sum of Rs.1,06,785 being debited to this construction estimate against Rs.1,00,000 ordered to be debited in the Government Order referred to above, on account of the existing value of work done during the previous construction period.

4 Further, a sum of Rs.35,100 is included in this Completion Estimation on account of materials returned to Stores, but accepted by them without value. Credit will be affordad the materials are auctioned and sale-proceeds realised. When this credit is given, there will be a net savings of Rs.28,211 on the total estimate.

Action is being taken on the Auditor's letter referred

referred to in para 1 above.

I have the honour to be

Sir,

Your most obedient servant,

Agent.

SVS.

Letter No.X.739/1501 dated 6-9-1927 from the Auditor, Mysore Railways, Mysore, to the Engineer-in-Chief, Mysore Railways, Mysore.

Completion Estimate of N.C. Railway..

I beg to forward herewith the above duly verified with the following remarks.

(1) The proposed further outlay of Rs.19,744 noted in column 5 and represents actuals adjusted to end of June 1927 and the amount still to be spent for closing the award cases finally will have to be ascertained from the Revenue Sub Divisional Officer, Nanjangud, vide copy of this office letter No.X.556/1084 dated 13-8-1927, sent to you.

(2) 1. 10. Plant Construction.

A sum of Rs.3,844 left as debit of this account represents depreciation or loss incurred during construction which is not covered by the sanction of the Agent for the write off.

(3) The details of outlay by works has not been prepared as required in para 390 of the Mysore Railway Code Vol.I, as was done in the Completion Estimate of M.A.Railway. Credit to the extent of Rs.35,100 taken in the Completion Estimate on account of stores handed over to the Open Lines and Chief Store Keeper, is struck off in this office as it is to be afforded only after the articles are disposed of.

A copy of the Executive Engineer's letter No.290/6645/6 dated 8-6-1927, in reply to the points raised in my letter No. X.2864/7228 dated 30-5-27, is also sent herewith for your information.

/copy/

27/12.27

OFFICE ... 14 SEP 1927 ... Received ... RAILWAYS

Completion Estimate for Na

Head of Account.	Amount of sanctioned Estimate.	Outlay prior to 2/25.	Outlay from March 25. to Dec.26.	Proposed further outlay.
1.	2.	3.	4.	5.
	Rs.	Rs.	Rs.	Rs.
Reserved Heads.				
I (1). Preliminary Expenses.	27,956	1,509 ✓	26,447 ✓	..
(2). Land.	59,813	34,889	9,135	19,744
IV. General charges.-				
(1). Salaries and allowances.	68,342	26,282	65,343 ✓	1,249 ✓
(2). Office expenses.	7,380	1,634	2,041 ✓	35 ✓
(3). Staff quarters.	17,500	2,585	4,022 ✓	..
(4). Instruments.	500	1,193	98	..
(B) Special charges.	..	..	974 ✓	..
Total IV.	93,722	31,694	72,478	1,284
Total Reserved Heads.	1,81,491	68,092	~~1,91,040~~ 1,98,866	21,028
Engineering Heads.-				
I.3. Formation.-				
(a). Earthwork.	2,19,988	67,108	1,92,770 ✓	9,604
(d). Side drains.	4,332	1,123	4,646 ✓	4,312 ✓
Total I.(3).	2,24,320	68,231	1,97,416	13,916
I.4 Bridge Work.-				
(a). Major Bridges.	70,000	1,826	83,441 ✓	315
(b). Minor Bridges.	1,38,290	2,118	1,20,597 ✓	647
Total I.4.	2,08,290	3,944	2,04,038	962
I.5. Fencing.-				
(a). Fencing.	1,563	..	2,694 ✓	..
(b). Road Crossings.	8,942	..	7,647 ✓	79 ✓
(c). Mile and gradient Posts.	1,270	..	911 ✓	1
Total.I.5.	11,775	..	11,252	80
Total Engineering Heads.C.O.	4,44,385	72,175	4,12,706	14,958

13.9.27

ngud-Chamarajanagar Railway Construction.

Total utlayto ompletion.	Difference. Excess.	Savings.	Remarks.
6.	7.	8.	9.
Rs.	Rs.	Rs.	
27,956	..	..	
65,768	3,955	..	
92,974	24,532	..	
3,710	..	3,670.	
6,607	..	10,893.	
1,291	791	..	
974	974	..	
5,456	26,297	14,563.	
7,180	30,252	14,563.	
,482	49,494	..	
,081	5,749	..	
,563	55,243	..	
582	15,582	..	
362	..	14,928.	
944	15,582	14,928.	
694	1,131	..	
726	..	1,216.	
912	..	358.	
332	1,131	1,574.	
839	71,956	16,502.	

Head of Account.	Amount of sanctioned estimate.	Outlay prior to Feb.25	Outlay from May 25 to Decr. 26.	Proposed further outlay.	Total lay comp
	Rs.	Rs.	Rs.	Rs.	Rs
B.F.	4,44,385	72,175	4,12,706	14,958	4,99,
I.7.Ballast and Permanent Way.					
(a).Main Line.-					
(i).Permanent Way.	4,49,036	..	3,62,564	5,167	3,67,
(ii).Ballast.	42,913	541	65,860	6,732	73,
(b).Sidings.-					
(i).Permanent Way.	23,650	..	25,351	..	25,
(ii).Ballast.	1,807	..	1,807	..	1,
(c).Points and crossings.	7,770	..	10,433	20	10,
Total I.7.	5,25,176	541	4,66,015	11,919	4,78,
I.8.Stations and Buildings.					
(a).Stations and offices.	30,135	~~30,444~~	30,444	222	30,66
(c).Staff quarters.	29,295	..	9,433	41	9,47
(d).Station machinery.	35,270	..	9,743	108	9,85
Total I.8.	94,700	..	49,620	371	49,99
.10 Plant Construction.-	8,848	866	2,916	62	3,8
.II.Equipment.					
(1).Plant.	3,318	..	2,923	..	2,92
(2).Station and office furniture.	2,212	..	3,539	83	3,6
Total.II.	5,530	~~888~~	6,462	83	6,5
Total Engineering Heads.	10,78,639	73,582	9,37,719	27,393	10,38
Total Engineering and Reserved Heads.	12,60,130	1,41,674	10,45,779	~~55,967~~ 48,421	12,35
Stores returned (suspense)pending ~~audit~~. credit.	...	...	35,100	..	(@) 35,
Grand Total.	12,60,130	1,41,674	10,80,879	~~52,057~~ 48,421	12,70,9
Deduct charges for land debitable to 35 Miscellaneous Railway expenditure.	59,813	34,889	9,135	19,744	63,7
Net Total.	12,00,317	1,06,785	10,71,744	28,677	12,07,20

Figures ye

9.9.27.

out- tion.	Difference		Remarks.
	Excess. Rs.	Savings. Rs.	
89	71,956	16,502	
31	..	81,305	
33	30,220	..	Increased from Rs.5,732/- to Rs.6,732/- as per Engineer-in-Chief's letter No.5383 dated 23/3/27.
51 07	1,701	-	
53	2,683	..	
75	34,604	81,305.	
6	531	-	
4	..	19,821	
1	..	25,419	
	531	45,240.	
	..	5,004.	
	..	395.	
	1,410	..	
	1,410	395.	
	1,03,501	1,48,446.	
	1,38,753	1,63,009	
	35,100		(2).Credit for these materials handed over to Open lines and the Chief Store Keeper, will be afforded on receipt of accepted D.S.8 from them after the materials are disposed of.
	1,73,853	1,63,009.	
	3,955	-	
	1,69,898	1,63,009	= 6889.

ed as per this office letter No. X739/150 dated 5/6-9-27.

M. Narasimhan
Auditor, Mysore Railways.

Statement showing details of expenditure to be booked against the comp

Particulars.	I	3 a.	3 c.	3 d.	4 a.	4 b.	5 b.	7 a 1.
	Rs	Rs	Rs	Rs	Rs	Rs	P.
Proposed by Executive Engineer, Mysore.	6,100	~~4,015~~	~~297~~ 4,312	304	647	63	2,410
Payments made by Auditor during Jany.27, as per his Advise of Transfer No.61 BB of 7- 2- '27.	326			11		16	2,757
Supplemental Proposition statement of N. C.Railway staff for January & February							
Ballast train bill of Abdul Khader for Septr. 26.	233						
Final bill of Wolli Mohamad for Bank.	945						
Loco Superintendent's bill pending							
T.A.bill of Kariya,peon.							
Salary and T.A. bill of V. Rangachar							
Bill for hire on ballast train engines	2,000						
Stores issued to Traffic Department as per Audit Advice.							
Total Rs	9,604	~~4,015~~	~~297~~ 4312	315	647	79	5,167

KS

...ion Estimate of Nanjangud Chamarajanagar Railway

2.	5 c	7 c.	8 a.	8 c.	8 d.	10.	IV 1	2	II 2	Total.
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
			200		85			25		16,603
78	1	20	22	41	23	23	664	10		3,992
							500			500
872										1,105
										945
						39				39
							10			10
325							75			75
										4,325
								83		83
732	1	20	222	41	108	62	1,249	35	83	~~87,877~~ 28,677

Executive Engineer,
Mysore Railways, Hassan.
27/3

Proceedings of the Govt. of H. H. the Maharaja of Mysore.

Railway Department.

Read.--

Slip L

G. O. No.R.S.1737-41/Ry.F.16G. 25-26, dated 12th April 1926 sanctioning detailed estimates showing the works under each head and sub-head and working up to Rs.12,00,317/- for the construction of N. C. Railway.

P W D

Letter No.315, dated 3rd Jany., 1928 from the Agent, Mysore Railways, submitting for sanction of Government, a Completion Estimate, duly verified by the Auditor, amounting to Rs.12,07,206 (excluding cost of land) against the amount of Rs.12,00,317 sanctioned for the construction of N. C. Railway in the above order, resulting in an excess of about Rs.6,889/- which is stated to be mainly due to the debiting of a sum of -- Rs.1,06,785/- to the construction estimate instead of Rs.1,00,000 as ordered in G.O.No.1635-43/Ry.F.16G.24-25, dated 26th February 1925, on account of the existing value of work done during the previous construction period.

ORDER No.R.S.

R. S. Nos. 1591-93. B. 216. G. 27-28
572/Fin/25

To
The Secretary to Govt., Fl.Dept.
" Agent, & Auditor (thro'F.D)

Sanctioned.

2.1.28

Ag. Secretary for Rys.,
Government of Mysore

17/1/28